













## Tientsin.

March 17, 1888.

On Thursday morning, the 15th inst., the French gunboat *Viper*, and the British gunboat *Merlin*, left our port by orders from their respective Admirals. The French vessel, it is said, has gone to Japan. The *Merlin* will remain at Taku awhile, partly to make some refit, and partly to carry out her regulation target practice.

We are informed that a trial of Krupp against De Bange guns—field pieces—was held this week at the West camp, at the instance of the French Consul. The De Bange guns were served by French gunners from the *Viper*, and the Krupp by Chinese artillerymen. The French claim a decided superiority for their guns in point of rapidity of fire, but no details have reached us.

Excellent fuel is now made at Kaiping, and the Messageries Maritimes use large quantities of coal dust brought by coal tar into blocks, so should think that if prices are not too high, and can compete with the article imported from France and England, there will be a large demand for Shanghai. The Kaiping patent fuel is particularly suitable for use in the Chinese men-of-war, it gives off less smoke than coal. It is also better for storage, as it deteriorates less than coal, when in the open air, exposed to sun, wind, rain, heat, cold, &c. The reason for this is, that the Kaiping fuel is a very valuable, and is composed of a mixture of coal and kerosene, and is rapidly changed for the worse, and loses its evaporating power if stored long. Whereas patent fuel can be kept for two or three years without much, if any, deterioration. A very valuable, and is composed of a mixture of coal and kerosene, and is rapidly changed for the worse, and loses its evaporating power if stored long. Whereas patent fuel can be kept for two or three years without much, if any, deterioration.

We have received a letter from the principal wool market of Mongolia, but for want of room cannot publish it this week. In the meantime we may mention that by orders of the Viceroy Li a proclamation has been issued, giving effect to the protest of Baron von Ketteler, whose action is recognized in the notice. It seems that the wool is adulterated with sugar water mixed with sand and dirt, and sheep's wool is adulterated with lamp oil, so that even sifting does not thoroughly cleanse from fraudulent adulterations.

Of late years His Excellency the Viceroy has had large quantities of willow trees planted along the canals. The trees grow quickly, and furnish charcoal for the powder mills. But charcoal made from willow is not the best; it is too deliquescent. In India the charcoal used for gunpowder is entirely made from carbonized millet stalks. Gunpowder so made is less liable to deterioration from heat, damp, or atmospheric influences than if made from charcoal. The reason is, no doubt, that millet stalks contain silica. —Chinese Times.

## Peking.

Complaints are frequent of the unsatisfactory relations between Chinese and foreign officials, which are becoming gradually worse. The absence of spontaneous courtesy on the part of the mandarins is not a new thing, but they are apt, if not sharply checked, to drift beyond the stage of merely "disobeying their laws" and come positively near the point of "kicking down stairs." Not only are the communications of the Ministers of the Yamen vain and rapid, and often as silly as if they were addressed to school-boys, but in their so-called friendly intercourse they tacitly treat the foreign representatives as inferior, making the most flimsy excuses for crying off engagements that are in the least inconvenient to themselves, while entirely disregarding the convenience of the foreigners.

The fault appears to rest on the foreign Ministers themselves who have so long submitted to improper treatment. Why should they? The general instructions of their respective Governments, coinciding with the dictates of common sense, enjoining conciliatory demeanour, need not be interpreted to man-to-mandarin; and if the corps diplomatique would but act together, they could impose any canons of etiquette they chose. Why do they not? Because so many of the Ministers have separate interests to serve, and like St. Augustine when he prayed for purity, qualifying the petition by "but not just yet." The general principle, good for all nations and for all times of intercourse on respectful terms, has to be set aside because now this Minister and now that has some special favour to solicit from the Chinese, and until he has secured that he dares not assert his independence.

The position has of course become aggravated since the fashion set in of foreign Ministers turning brokers. Diplomatic usages count for little with the man who has an axe to grind in the shape of a financial or industrial or any other transaction to be put through. How policy and principle are sacrificed to the power of self is obvious to the most obtuse. Mr. Constant has been telling the public of Tongking that they must not insist on their protection and exclusive financial policy because certain French people have contracts with the Chinese Government, which might be imperilled by any anti-Chinese acts at Hanoi. Mr. Constant is no doubt right in restraining the ultra-exclusionists of the empire, but what an argument to use in support of liberality! The whole economic policy of the most important French dependency is to be governed by the supposed private interests of a special group of French manufacturers.

Do the foreign Ministers realize what the representation of 30 or 40 or 50 or 60 millions of people, civilized, intelligent, progressive, implies? Does it carry no dignity? Or only so much as may be bartered away for some paltry thing, for a few ancient history tells of one who was hungry and sold his birthright for food. He at least got his mess of pottage.

Not far from the execution ground outside the Shun Chih Gate there is a very respectable and old established wine shop, generally known by the designation of the "Broken Bowl House." Many years ago a former proprietor got into trouble, was condemned to death, but eventually obtained a reprieve. Ever since, the shop has by way of gratitude supplied gratuitously to condemned criminals on their way to execution as much wine as they wish to drink. Each criminal is supplied with a bowl, and when he has taken his last draught, and when he has solemnly smashed on the pavement, hence the title of the establishment. —Chinese Times.

## Not Responsible for Debts.

Neither the Captain, the Agents, nor the Owners will be responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

ALLIE ROWE, Hawaiian brig, Captain J. Phillips. —Wiel & Co.  
B. P. CHENEY, American ship, Captain Hughes. —Douglas, Laprak & Co.  
CENTINIAL, American ship, Captain I. M. Hatter. —Russell & Co.  
H. B. TALLEY, British barque, Capt. J. McCannachy. —Gibb, Livingston & Co.

## Mails.

## ALTERATION.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, MALTA, MARSEILLES, GIBRALTAR, BRINDISI, VENICE, PLYMOUTH, AND LONDON; ALSO, BOMBAY, MADRAS, CALCUTTA, AND AUSTRALIA.

N.B.—Cargo can be taken on through Bills of Lading for BATAVIA, PRESTAN, GULF PORTS, MARSEILLES, TRIESTE, HAMBURG, NEW YORK AND BOSTON.

SPECIAL ONLY LANDED AT PLYMOUTH.

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY'S Steamship *CANTON*, Captain E. STEWART, with Her Majesty's Mail, will be despatched from Hongkong for LONDON, via BOMBAY and SUEZ CANAL, on WEDNESDAY, 28th March, at 4 p.m. (instead of as previously advertised).

Cargo will be received on board until 4 p.m. on the day previous to sailing. Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, March 26, 1888. 462

## Peninsular &amp; Oriental Steam-Ship Company.

FAIRING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS, ATLANTIC & OTHER CONNECTING STEAMERS.

THE Steamship *BELOIC* will be despatched for San Francisco via Yokohama, on TUESDAY, the 3rd April, at 3 p.m.

Connection being made at Yokohama with Steamers from Shanghai and Japan ports.

All Parcel Packages should be marked to address in full, and same will be received at the Company's Office, until 5 p.m. on the day previous to sailing.

First-class fares granted as follows:—  
To San Francisco ..... \$200.00  
To San Francisco and return, ..... 350.00  
To Liverpool ..... 325.00  
To London ..... 300.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs at San Francisco.

For further information as to Freight and Passage, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, March 14, 1888. 426

NOTICE.  
COMPAGNIE DES MESSAGERIES MARITIMES.  
PAQUETTES POSTE FRANCAIS.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID.

MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, AND PORTS OF BRAZIL, AND LA PLATA; LONDON, HAVRE, BORDEAUX, DUNKIRK AND ANTWERP.

ON WEDNESDAY, the 4th April, 1888, at Noon, the Company's S.S. *LEOGRAD*, Commandant BARRETT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted until 4 p.m. Specie and Parcels until 5 p.m. on the 3rd April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required. For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.  
Hongkong, March 22, 1888. 490

WASHINGTON BOOKS.  
(In English and Chinese.)  
WASHINGTON'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office. Price, \$1 each. China Mail Office.

## Mails.

## U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOKOHAMA, AND SAN FRANCISCO.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for San Francisco via Yokohama, on SATURDAY, the 14th April, at 3 p.m., taking Passengers and Freight for Japan, the United States, and Europe.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and America, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers.

First-class fares granted as follows:—  
To San Francisco ..... \$200.00  
To San Francisco and return, ..... 350.00  
To Liverpool ..... 325.00  
To London ..... 300.00

To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application.

Passengers, who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10%. This allowance does not apply to through fares from China and Japan to Europe.

Freight will be received on board until 4 p.m. on the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 50A, Queen's Road Central.

C. D. HARMAN, Agent.  
Hongkong, March 24, 1888. 499

## NORDEUTSCHER LLOYD.

## NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, TRIESTE, BRINDISI, GENOA, ANTWERP, BREMEN & HAMBURG, PORTS IN THE LEVANT, BLACK SEA & BALTIC PORTS; LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON & SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—Cargo can be taken on through Bills of Lading for the principal places in Russia.

ON MONDAY, the 16th day of April, 1888, at 4 p.m., the Company's Steamship *PREUSSSEN*, Capt. C. POHL, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this port as above, calling at Genoa.

Shipping Orders will be granted till Noon. Cargo will be received on board until 4 p.m. Specie and Parcels until 3 p.m. on the 15th April, 1888. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and value of Packages are required.

The Steamer has splendid Accommodation and carries a Doctor and Stewardess. For further particulars, apply to MELOHERS & Co., Agents.

Hongkong, March 20, 1888. 464

## Intimations.

The Overland China Mail.

A WEEKLY JOURNAL FOR THE HOME MAIL.

IS PUBLISHED to suit the Department of each ENGLISH and FRENCH MAIL Steamer for Europe. Formerly the Overland Mail was published fortnightly, but as it was deemed of special importance that a weekly budget of news should be prepared, it was decided to issue it weekly. Subscribers at Home, and those at the Coast Ports and in the interior, who find the Overland edition a convenient form of newspaper for their perusal, will welcome the change. The *Overland China Mail*, now a weekly compendium of news from the East, contains special Commercial intelligence, special tables of Shipping, and other information. The various Reports of Courts and Meetings, and all other news, are given in full as they appear in the Daily issue.

The attention of Advertisers is directed to a weekly newspaper, which is circulated among old China hands and others, both at home and in the Far East, who do not take the daily journals.

The *Overland China Mail* will be regularly posted from the China Mail Office to subscribers, on their addresses being forwarded to us.

Subscription:—  
Per Annum, --- \$12.00, postage, \$1.00  
" Quarter, --- 3.00  
" Single Copy, 0.25  
China Mail Office, Hongkong.

## RAIL PROGRAMMES FOR SALE.

IN NEW SHAPES AND PATTERNS.

'CHINA MAIL' OFFICE, 2, WYNDHAM STREET.

January 20, 1888.

## NOW PUBLISHED.

BUDDHISM: ITS HISTORICAL, THEORETICAL AND POPULAR ASPECTS.

BY ERNEST J. EITEL, Ph.D., TUNING.

REVISED, WITH ADDITIONS.

Price, --- \$1.50.

LANE, CRAWFORD & Co. Hongkong, August 20, 1884.

## Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven sections, commencing at Green Island. Vessels near the Hongkong shore are marked h., near the Kowloon shore k., and those in the vicinity of the

Shipping or midway between each shore are marked c., in conjunction with the figures denoting the sections.

## Section.

1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's Office to the P. & O. Co.'s Office.
5. From P. & O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.

## Section.

7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From East Point to North Point.
10. From North Point to Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Agent.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignee or Agents.	Destination.	Remarks.
Steamers.								
Anton	h.	A. A. A.	Ger.	386	Mar. 19	Wiel & Co.	San Francisco	Ab'deen Dool 3rd prox.
Belgie	h.	C. Walker	Brit.	421	Mar. 24	O. & S. S. Co.	San Francisco	To-day
Benalder	h.	C. Thomson	Brit.	1332	Mar. 23	Ubb, Livingston & Co.	San Francisco	
Cardiganshire	h.	C. Clark	Brit.	1028	Mar. 27	Adamson, Bell & Co.		
Carrbrook	h.	C. Cass	Brit.	973	Mar. 27	Morris & Ray		
Deanna	h.	C. Ostmann	Ger.	965	Mar. 27	Siemens & Co.		
Drachenfels	h.	C. Turco	Ger.	1459	Mar. 25	Adamson, Bell & Co.		
Falkenberg	h.	C. Dreyer	Ger.	988	Mar. 25	Melchers & Co.	Haiphong	30th inst.
Fero	h.	C. Hansen	Ger.	764	Mar. 25	Edvard Schellhaas & Co.		
Fidale	h.	C. Brock	Ger.	862	Mar. 25	Wiel & Co.		
Frogr	h.	C. Lund	Den.	419	Mar. 25	Arnhold, Knerberg & Co.		
Frederick	h.	C. Stewart	Brit.	2148	Mar. 27	P. & O. S. N. Co.	Europe, &c.	To-morrow
Japan	h.	C. Gardner	Brit.	1875	Mar. 27	David Sassoon, Sons & Co.		
Kwang Lee	h.	C. Andrew	Chi.	1568	Mar. 27	C. M. S. N. Co.		
Marie	h.	C. Hohlmann	Ger.	704	Mar. 26	A. R. Marty	Haiphong	28th inst.
Ningchow	h.	C. Castle	Brit.	1735	Mar. 26	Arnhold, Karberg & Co.	Shanghai	To-morrow
Phra Chula Chom Klao	h.	C. Benson	Brit.	1011	Mar. 26	Yuen Fat Hong	Swatow & Bangkok	29th inst.
Phil Fish	h.	C. Stapani	Brit.	161	Sept. 27	H. K. & W. Dock Co.		
Septima	h.	C. Hansen	Ger.	738	Mar. 27	Edvard Schellhaas & Co.	Haiphong	To-morrow
Shanghai	h.	C. Gardner	Brit.	862	Mar. 27	Yuen Fat Hong	Swatow & Bangkok	To-morrow
Tchernan	h.	C. Seymour	Brit.	2600	Mar. 27	P. & O. S. N. Co.		
Teresa	h.	C. Greig	Brit.	763	Mar. 16	Bibb, Livingston & Co.	Shanghai	20th inst.
Thales	h.	C. Hunter	Brit.	819	Mar. 27	Douglas Steamship Co.	Coast Ports	20th inst.
Visayas	h.	C. Ajubita	Span.	406	Mar. 11	Chinese	.....	K'loon Dock
Zafiro	h.	C. Talbot	Brit.	975	Mar. 26	Russell & Co.	Amoy & Manila	To-day
Zambesi	h.	C. Sams	Brit.	1604	Mar. 27	P. & O. S. N. Co.		
Sailing Vessels.								
Allie Rowe	h.	C. Phillips	Haw.	bg.	June	Wiel & Co.	Laid up.	
Angusta	h.	C. Jensen	Ger.	bg.	Jan. 17	Edvard Schellhaas & Co.	Laid up.	
B. P. Cheney	h.	C. Hughes	Amer.	sh.	Jan. 25	Douglas, Laprak & Co.	Laid up.	
Centennial	h.	C. Beare	Amer.	sh.	Jan. 1222	Jan. 27	Carlowitz & Co.	Laid up.
Coloma	h.	C. Noyes	Amer.	bg.	Dec. 352	Dec. 27	Melchers & Co.	Laid up.
Dorothea	h.	C. Moeller	Ger.	bg.	Feb. 820	Feb. 23	Arnold, Karberg & Co.	Laid up.
F. P. Leitchfield	h.	C. Young	Amer.	bg.	1042	Feb. 5	Melchers & Co.	Laid up.
Great Admiral	h.	C. Rowell	Amer.	sh.	1437	Feb. 17	Russell & Co.	Laid up.
Hattie E. Tapley	h.	C. McCannachy	Brit.	bg.	803	Aug. 20	Edvard Schellhaas & Co.	Laid up.
Kitty	h.	C. Laird	Brit.	bg.	803	Aug. 20	Edvard Schellhaas & Co.	Laid up.
Lillian	h.	C. Duncan	Haw.	bg.	394	Mar. 28	Chinese	Laid up.
Mabel Taylor	h.	C. Darkil	Brit.	sh.	1295	Jan. 28	Carlowitz & Co.	Laid up.
Santa Filomena	h.	C. Mondragon	Span.	sh.	448	Jan. 12	Chinese	Laid up.
Senta	h.	C. Hennann	Ger.	bg.	107	Jan. 28	Melchers & Co.	Laid up.
Star Queen	h.	C. Abbott	Brit.	bg.	767	Mar. 28	Jardine, Matheson & Co.	Laid up.
Titan	h.	C. Allyn	Amer.	sh.	1570	Jan. 28	Pustan & Co.	Laid up.
Walter Stegried	h.	C. Lawrence	Brit.	bg.	394	Dec. 17	Chinese	Laid up.

## Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1400	4	3180	Com. R. Blair Macdonochie	Singapore
Adacius	deep-sea battle-ship	6010	10	4330	Capt. Robert Hastings Harris	Hongkong
Cockchafer	gunboat 2nd class	465	4	170	Lieut.-Com. H. H. Boteler	Canton
Constance	gunboat 3rd class	2380	14	2600	Capt. L. C. Keppel	Hongkong
Cordelia	gunboat 3rd class	2380	10	1420	Captain Henry H. Boys	Shanghai
Sek	gunboat 3rd class coast defence	340	3	340		In reserve
Esprit	gunboat 2nd class	465	4	470	Lieut.-Com. H. R. Adams	Shanghai
Firebrand	gunboat 2nd class	465	4	460	Lieut.-Com. Denison	Manila
Horoine	gunboat 2nd class	1420	8	1470	Captain Chas. J. Balfour	Hongkong
Lander	gunboat 2nd class	3760	10	5000	Captain M. J. Dunlop	Kobe
Liaut	gun-vessel 2nd class	766	5	1080	Commander W. Marrack	Hongkong
Maria	gunboat 2nd class	420	4	430	Lieut.-Com. W. H. Maturin	Tientsin
Mutine	gunboat 2nd class	1200	10	1120	Commander J. H. Martin	Singapore
Orion	battle-ship 3 class armoured	4870	4	4040	Captain T. H. Roys	Singapore
Quadrant	surveying vessel	330	3	690	Commander W. Moore	Hongkong
Scuttler	gunboat 1st class	670	6	1200	Lieut.-Com. W. Maitt, Dougall	Hongkong
Scupper	gunboat 3rd class	1970	12	2360	Captain W. C. Karlske	Hongkong
Tellite	gunboat 3rd class	1420	8	1400	Captain Arthur L. Alington	Shanghai
Tent	torpedo mining launch	160	—	—		Hongkong
Thetis	gun-vessel 2d class	766	5	1010	Commander Richard Bingham	Hongkong
Unicorn	rescueing ship	5167	14	6167	Commodore Maxwell, A.D.C.	Hongkong
Unicorn	sloop	925	4	750	Commander Geo. Giffard	Hongkong
Unicorn	coast defence ship, armoured	2750	4	1450		Hongkong